

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4722

戊午初月一十年十三號光

MONDAY, DECEMBER 12, 1904.

一月四日 第二十月二十英港香

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,520,000

Head Office.—YOKOHAMA.

Branches and Agencies:
TOKIO, KOBE, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENTSIN, PEKING, DALNY.

London Bankers: THE LONDON JOINT STOCK BANK, LTD. PARKS' BANK, LTD. THE UNION OF LONDON AND SMITHS BANK, LTD.

HONGKONG BRANCH.—INTEREST ALLOWED: On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TAKEO TAKAMICHI, Manager.

Hongkong, 7th November, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL Sh. 50,000,000

RESERVE FUND Sh. 50,000,000

Sterling Reserve \$10,000,000

Silver Reserve \$7,000,000

RESERVE LIABILITY OF PROP'TORS \$50,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

E. Goetz, Esq. Hon. R. Shewan.

Hon. W. J. Gresson. N. A. Siebs, Esq.

A. Haupt, Esq. H. W. Slade, Esq.

H. Schubart, Esq. E. S. Whealer, Esq.

E. Stellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.

For 6 months, 3 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 26th August, 1904. [22]

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per Annum.

Depositors may transfer at their option, balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Tsch. 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Tientsin (Kiautschou).

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS, LTD.

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 12th August, 1904. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSSEN & Co.

Hongkong, 28th May, 1904. [25]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—14, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Nanking, Port Arthur, Szeul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimanshiki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotan, Sasebo, Mikaze, Iwakodate, Taipeh, etc.

Telephone Address: "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armens and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Togawa, Yamanaka and Ida Coal Mines; and

SOLE AGENTS for Fujimoto, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannour, Oba, Otsu, Saitama, Tsubakuro, Yoshinotani, Yoshi, Yonohara and other Coal

Companies.

MINAMI, Manager, Hongkong.

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS.
GOLD \$7,897,391.30—about £1,625,000.

CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE: 1, WALL STREET, NEW YORK.
LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

BRANCHES AT:

SAN FRANCISCO, WASHINGTON, MEXICO, PANAMA, MANILA, CEBU, SHANGHAI, SINGAPORE, PENANG, YOKOHAMA, KOBE, BOMBAY, CALCUTTA, CANTON, AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL BANKERS:

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITHS BANK, LTD.

CREDIT LYONNAIS, DRESDNER BANK, COMPTOIR NATIONAL D'ESCOMpte DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:

20, DES VIEUX ROAD CENTRAL.

CHARLES R. SCOTT, Manager.

Hongkong, 25th November, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 14TH NOVEMBER, 1896.

SHANGHAI Tsch. 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON, PENANG, CHEFOO, SINGAPORE, HANKOW, TIENTSIN, PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3½ per cent. Fixed Deposits for 3 months.

4 " " 6 " " 3½ "

5 " " 3 " " 2½ "

T. P. COCHRANE, Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-HOLDERS £800,000

RESERVE FUND £800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

6 " 3½ "

3 " 2½ "

T. P. COCHRANE, Manager.

Hongkong, 19th May, 1904. [24]

PERFUMERY.

FOR QUALITY, ASSORTMENT

AND A GOOD BARGAIN TRY

THE PHARMACY, 藥業大法中

56, QUEEN'S ROAD CENTRAL, Hongkong.

A. STEVENSON, Chemist.

Hongkong, 16th November, 1904. [132]

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS, LTD.

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

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DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 12th August, 1904. [25]

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THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSSEN & Co.

Hongkong, 28th May, 1904. [25]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—14, LIME STREET, E.C.

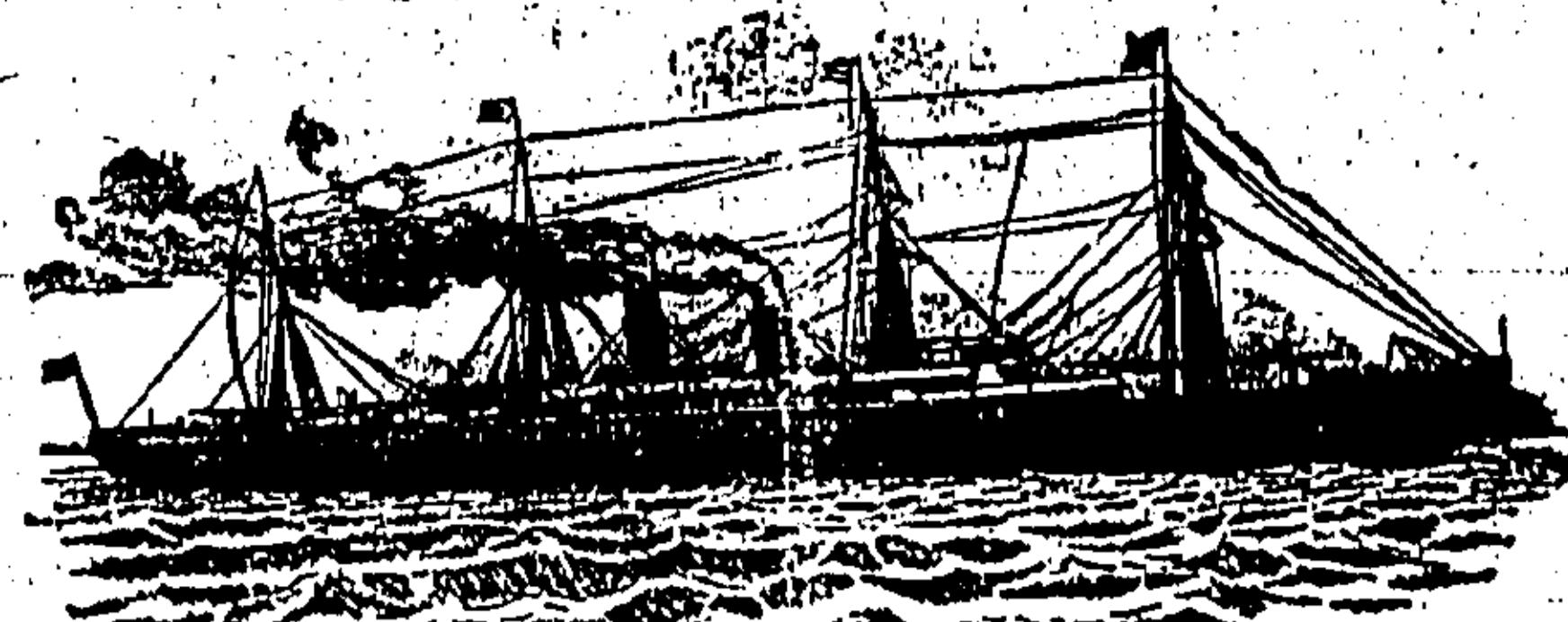
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIO"	4,784 Gross Tons	SATURDAY, 17th December, at Noon.
"MANCHURIA"	13,639	"FRIDAY, 23rd December, at 4 p.m.
"KOREA"	11,276	"FRIDAY, 6th January, 1905, at Noon.
"COPTIC"	4,352	"FRIDAY, 13th January, at Noon.
"SIBERIA"	11,124	"TUESDAY, 24th January, at Noon.
"MONGOLIA"	13,639	"FRIDAY, 3rd February, at Noon.
"CHINA"	5,000	"FRIDAY, 17th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1904; 10 days, 15 hours.

THE O. & O. Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 17th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful Island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

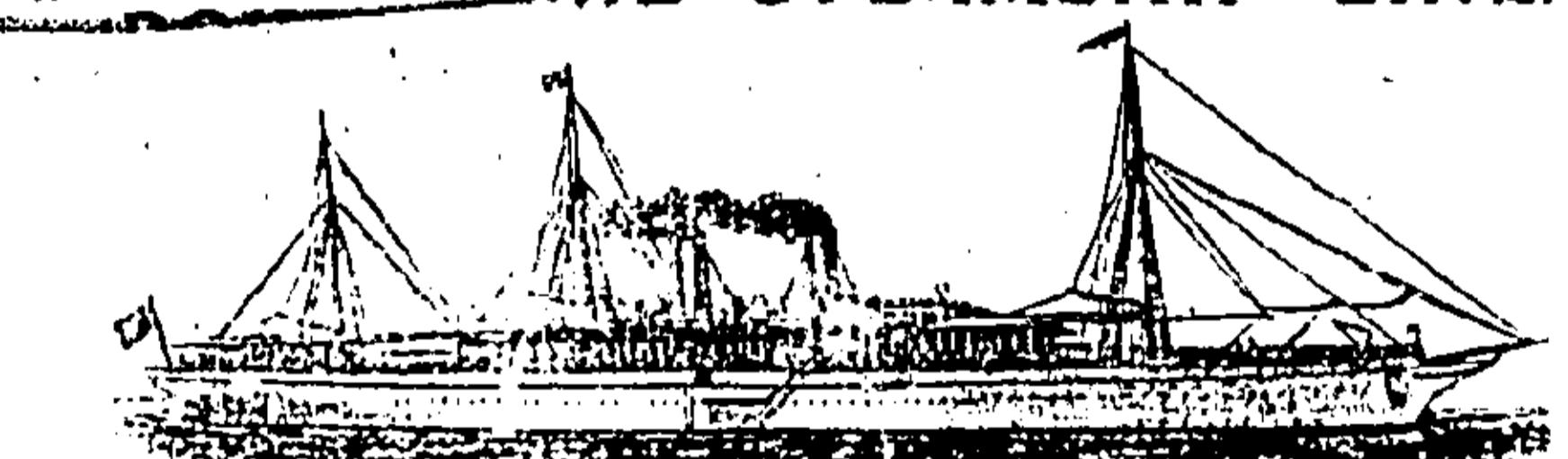
Sailings positively on schedule date.

For further information as to Passage and Freight, apply in the Agency of the Company, One of the Buildings.

E. W. TILDEN, Agent.

Hongkong, 10th December, 1904.

CANADIAN PACIFIC STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 to 7 DAYS ACROSS THE PACIFIC. "EMPEROR" Twin Screw Steamship—6,000 Tons—1000 Horse Power—Speed 10 Knots. PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 14th December.
"ATHENIAN"	2,440	WEDNESDAY, 28th December.
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 11th January, 1905.
"TARTAR"	4,425	WEDNESDAY, 25th January.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 8th February.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 8th March.

Hongkong to London, 1st Class, via St. Lawrence &c. via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 16th November, 1904.

HAMBURG-AMERIKA LINIE.

DEUTSCHESCHER FRAUDT-DAMPFER DIENST.

(Taking cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	FREIGHT.
SENEGAMBIA	HAVRE, BREMEN & HAMBURG.	21st Dec.	Freight.
Jubany	(Calling at SPORE, PENANG & COLOMBO)		
ARMENIA	HAVRE and HAMBURG.	1st January.	Freight.
Fort	(Calling at SPORE, PENANG & COLOMBO)		
C. FERD. LAEISZ	HAVRE and HAMBURG.	10th January.	Freight.
von Hof	(Calling at SPORE, PENANG & COLOMBO)		
AMBRIA	HAVRE and HAMBURG.	22nd January.	Freight.
Porgelius	(Calling at SPORE, PENANG & COLOMBO)		
SITHONIA	HAVRE and HAMBURG.	27th January.	Freight.
Hildebrandt	(Calling at SPORE, PENANG & COLOMBO)		
ARCADIA	HAVRE and HAMBURG.	7th Feb.	Freight.
Frick	(Calling at SPORE, PENANG & COLOMBO)		
ANDALUSIA	HAVRE and HAMBURG.	21st Feb.	Freight.
Filler	(Calling at SPORE, PENANG & COLOMBO)		
RHENANIA	HAVRE and HAMBURG.	7th March.	Freight and Passengers.
Behrens	(Calling at SPORE, PENANG & COLOMBO)		
For further particulars, apply to			

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, NO. 1, Queen's Building.

Hongkong, 10th December, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO, AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Fees.

Hongkong, 30th July, 1904.

[602]

THE AMERICAN SYSTEM

OF

DENTISTRY,

M. H. CHAUN, D. D. S.

37, DES VOURS ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

[603]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons.	Captain H. D. Jones.
"POWAN,"	2,138	R. D. Thomas.
"FATSHAN,"	2,250	W. A. Valentine.
"HANKOW,"	3,073	C. V. Lloyd.
"KINSHAN,"	1,993	J. J. Losius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HUUNGSHAN,"	1,998 tons.	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2:30 P.M.		
Departures on Sundays at 12:30 P.M.		
Departures from Macao to Hongkong daily at 8:30 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,180 tons.	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons.	Captain J. Wilcox.
"NANNING,"	569	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8:30 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th November, 1904. [613]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of

entrance, top 85 ft.; bottom 75 ft.

Water on blocks, 27 ft. Time to

pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of

entrance, top 60.5 ft.; bottom 45.8

ft. Water on blocks,

Intimation.

Wm. Powell, Jr.

Business Hours—8.30 A.M. to 6 P.M.

ALEXANDRA BUILDINGS,
Des Vœux Road.

XMAS, 1904.

TOYS!
TOYS!
TOYS!

OUR XMAS

BAZAAR
IS NOW OPEN.

Every conceivable kind

of
TOY
to be had at a

REASONABLE PRICE.

DOLLS!
DOLLS!
DOLLS!

Finest Assortment of

DOLLS
in the Far East.GAMES!
GAMES!
GAMES!Do not fail to bring the
Children to spend
half an hour in the
Bazaarat
POWELL'SALEXANDRA BUILDINGS,
HONG KONG.

Hongkong, 9th December, 1904.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
TO-MORROW,
(TUESDAY) AND WEDNESDAY,
the 13th and 14th December, 1904, at 10 A.M.
each day at
H. M. NAVAL YARD,
SUNDAY NAVAL, VICTUALLING,
OBSOLETE AND CONDEMNED
STORES,
Comprising—BOAT'S ENGINE, ELECTRIC CABLE,
MACHINES, SHAPING, PLANING and
DRILLING, LATHE, BRASS, COPPER,
IRON, PAPER-STUFF, CANVAS, FURNITURE,
PROVISIONS, IMPLEMENTS; &c.;
Catalogues will be issued.TERMS OF SALE.—As customary.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 12th December, 1904. [1316]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
THURSDAY,the 16th December, 1904, at 11 A.M., at their
Sales Rooms, No. 8, Des Vœux Road,
corner of Ice House Street,

A QUANTITY OF

MISCELLANEOUS ARTICLES,
Comprising—CAMERAS, MICROSCOPES, TELE-
SCOPES, FIELD GLASSES, SEXTANTS,
MUSICAL DRAWING AND DENTAL IN-
STRUMENTS, &c., &c.; &c.;
ALSO

AN ASSORTMENT OF

BOOTS AND SHOES.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 7th December, 1904. [1324]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,
of
VALUABLE LEASE HOLD
PROPERTY,
situate at Yau-ma-ii, Kowloon,
in Six Lots,ON
FRIDAY,
the 16th day of December, 1904, at 3 P.M.,
at the premises,
by
Messrs. HUGHES & HOUGH,
Auctioneers.

Hongkong, 7th December, 1904. [1324]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,
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Hongkong, 7th December, 1904. [1324]

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at the premises,
by
Messrs. HUGHES & HOUGH,
Auctioneers.

Hongkong, 7th December, 1904. [1324]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS OF
the letting by Public Auction Sale, to be
held on MONDAY, the 19th day of December,
1904, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND
at Causeway Bay, in the Colony of Hong-
kong, for a term of 75 years, with the option
of renewal at a CROWN RENT to be fixed by
the Surveyor of His Majesty the KING, for
one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale
Registry No.
Lot No. 1378.

Boundary Measurements.

Locality.

Contents in
Square feet.

Actual Rent.

Upset Price.

Hongkong, 10th December, 1904. [1328]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS OF
the letting by Public Auction Sale, to be
held on MONDAY, the 19th day of December,
1904, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND
at Yau-ma-ii in the Colony of Hong-
kong, for a term of 75 years, with the option of
renewal at a CROWN RENT to be fixed by
the Surveyor of His Majesty the KING, for
one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale
Registry No.
Lot No. 1378.

Boundary Measurements.

Locality.

Contents in
Square feet.

Actual Rent.

Upset Price.

Hongkong, 10th December, 1904. [1329]

MEDICAL MISSIONS, AND THEIR
INFLUENCE IN CHINA.

Recent notes from Canton inform us that the Missionary Society's hospital, in that great city, which was the first of its kind in point of time, and is second to none to-day in point of efficiency, has increased its influence and usefulness by the erection of a medical college in connection therewith. One of the saddest of all the sad facts which have come to the knowledge of foreigners who have lived long in China, and have, at the same time, become conversant with the life of the people, is the sum total of suffering to which generation after generation are heirs, and, from which, up to the present, they can no more escape than a man who walks through fire can escape from pain. It would appear that from time immemorial, doctors, in the south of China at any rate, have been quacks. Confucius remarks "the people of the south have a saying 'a man without constancy cannot either be a wizard or a doctor—good.' He endorsed the sentiment. The word translated 'wizard' is generally rendered 'witch,' and, according to the services for which they were requisitioned, they were 'rain-witches.' The sage, of course, believed in witchcraft, as other eminent men have believed in it. Still that he should have coupled the two professions together is suggestive. Native doctors are little, if any, better to-day than they were then among the people of the south, is the case.

It is hardly necessary to descend into details in order to convince our reader that pain and suffering are a heritage into which the Chinese enter, to an extent unknown, fortunately, in the West. A few days since, a doctor told of a young girl, who was brought to him suffering from some comparative slight ailment. But the child's body revolved more than one hundred burns, which native doctors, by means of cauterisation, had inflicted, and the child who could have been easily cured, died from the results of these burns. This is the normal condition of affairs. There is a wide and dense ignorance on the part of those who profess knowledge, and so the tide of suffering rolls on. For this reason many who have little sympathy with ordinary mission work, are willing and anxious to support medical missions. That the Canton Medical Missionary Hospital is well known and greatly appreciated is evident from the four following considerations:—First, the funds amounting to \$20,000, with which this new college was built and paid for, were, for the most part, subscribed by the Chinese. Moreover, there was little difficulty experienced in raising the money. No man in the world knows the value of money more clearly than does "John Chinaman." That the Chinese therefore have subscribed this large sum, is a fact that calls for not only a recognition of generosity, but suggests that we may assume an appreciation. Then secondly, the local government gave the site—a capital one. There was a time when it was not possible to buy a site for a hospital. That day has passed. Thirdly, all the officials were present, moreover, read an appreciation of the work done. That these high functionaries should accept invitations for such a function, and come escorted with the accustomed display of soldiers, and the music of gongs, indicate a substantial change in their attitude towards foreigners, and their work.

Lastly and by no means least. The "Young Shing Times," perhaps the most influential and best-conducted paper in Canton, devoted two leaders to the college and its possibilities, and referred to the good done by the doctors in the south of China. The editor is intimate with the history of medical work, and mentions names with esteem. It is true also that he does not spare the native practitioner and also "slates" the Chinese mandarins for their apathy in the past in regard to medical work. He tells the doctors that they have been failures in their more ambitious attempts to win a degree in the civil examinations, and have taken to the medical profession, not to help their fellow-men, but to get rice to eat. He taunts the Government with caring more for the drilling of soldiers than for the health of the people. Then he ridicules certain efforts which were made in Peking to open a medical school, and says that the place was wretchedly furnished, and did not even possess wall charts of the human frame. Then he offers a panegyric to foreigners who have, down in Canton, worked persistently and done so much. He ascribes a splendid devotion to those who have preached Christianity, who, as he graphically remarks, "kept the tongue agog and would not leave off." And concludes—a little pride at the pre-eminence of his native city having found expression—with an appeal to his own countrymen to rouse themselves, and not be altogether left in the shade by those foreigners. Japan put the knowledge of medicine in the forefront of all knowledge at the time of her reformation. Let China follow suit. The influence of this must be great, and a clear statement of all the facts, will bring the matter to the notice of those who before had only known them in a casual way. It will be seen therefore that the superiority of Western knowledge, in the spheres of practical medicine, is admitted, and a powerful influence upon the educated in the south of China is the result.

But the good done by this hospital is not by any means confined to sickness and pain, which the doctors have been able to counteract. The sum of \$20,000, for since the institution was opened, about a million have been assisted or permanently healed. A large number of Chinese have been trained there and many of them have acquired a considerable knowledge and much skill under the tuition and personal direction of the foreign doctors. All over the province of Kwangtung are native physicians, who acquired their knowledge in this hospital. Some of them are very useful men. It is true there is a weak side to this. Not only do those who have studied their profession, practise, but others, who have come, more or less, in contact with foreigners, and who as preachers have failed, or who see a chance of a competent livelihood, have also asserted that they are able to dispense Western healing. They often fall and bring disgrace on the whole profession. This, however, cannot be avoided until the Chinese Government follows the lead of the West, and imposes penalties on those who attempt to practice Western medicine, without a competent knowledge, which shall be guaranteed by a certificate from the hand of the doctor under whom they have studied.

On the whole, then, we cannot wonder at the immense influence of medical missions. It must be remembered that no man who passes through a hospital, and is helped, stands alone. He has relatives. His parents or children, to say nothing of other relatives, are part

him, and suffer or rejoice with him as the issue demands. They too, though they do not suffer physical pain, are victims of a mental anguish, when danger or death threatens their relatives. It is true that the Chinese are gregarious, yet at times they can feel and show it. Thus these hospitals not only lift the burden of physical suffering from the shoulders of the sick individuals, but at the same time lift the pressure of mental anguish from the hearts of the man or woman whose wife or husband is in danger. Thus the good done touches a very wide circle. All over China these institutions are growing up, and are doing much.

But great as has been the work accomplished, it is but dust in the balance compared with what is going to be. Therefore all well-wishers of China, and those who are glad when pain is lessened, will rejoice that a large college has been added to the original plant of the Canton Missionary Hospital.—N. C. D. News.

FOR SHATTERED NERVES.

DR. WILLIAMS' PINK PILLS.

Nervous Breakdown, shown by Loss of energy, pliable nerves, starting at the least noise, headaches, neuralgia, giddiness and lost memory, can only be cured by feeding the Nerves. Blood is their food. Dr. Williams' Pink Pills for Pale People Make New Blood.

Few people, perhaps, know that loss of memory—constant inability to remember things—is a sign of physical illness. But all doctors know this as one of the signs of shattered nerves. Mrs. Winifred Partridge, whose husband is a chemist, living at 53 Cleveland Park Avenue, St. James', Walhamstow, London, mentions this as one of the first symptoms of the terrible Nervous Breakdown from which she was rescued by Dr. Williams' Pink Pills.

"Up to six months ago," said she, "I suffered terribly from giddiness and loss of memory. Often I became unconscious in the garden, and thought I was dying. Two noted Doctors had me under treatment for eight months. They told my people that it would be quite two

"It was an awful feeling before I recovered to 'go out' and wonder whether I would fall down. Dr. Williams' Pink Pills growing worse. I was afraid to go out alone. I was afraid of a Walhamstow Chemist, from this pitiable state of fear and illness. The giddiness used to come on with starting, and several times I have become unconscious in the street and been brought home by friends. It was awful to go out and wonder whether I would fall down, and perhaps die, in the street. After the attacks of giddiness I was always very ill—quite prostrate—and I lost my memory."

"What did you do to get well again?" asked the interviewer, who could see that Mrs. Partridge was now in magnificent health and full of energy. "I tried with Dr. Williams' Pink Pills for Pale People. They had done her. I was then almost helpless, but decided to see whether they could do me any good. I can imagine my joy when, having taken a bottle, I began to feel better. After I had taken five or six bottles of Dr. Williams' Pink Pills the cure was complete. That was about six months ago, and since then I have been in good, sound health. I find that by means of the pills I maintain my health steadily."

Nervous-breakdown means nerve-starvation. Dr. Williams' Pink Pills feed the Nerves by making new blood. They create new appetite, improve the digestion and restore the lost energy, while tired, starved, delicate nerves are soothed and strengthened. It is the new blood they make which does this. That is the secret of the thousands of cures effected by Dr. Williams' Pink Pills, to which the Dr. Williams' Medicine Co. have permission to refer in all parts of the country. Whatever diseases arise from too little blood, or blood that lacks richness and purity, they can cure, just as surely as food cures hunger. The genuine pills always bear Dr. Williams' name and substitutes are useless and fraudulent. Dr. Williams' Medicine Co. will send a box post free for 2s. 9d. to any address. It is by making the blood that they cure Anæmia, Bile, Consumption, Indigestion, St. Vitus' Dance; it is by making pure blood that they cure Rheumatism, Kidney Disease, Eczema and all Skin troubles. They give strength to everyone, especially to women, who know why they need new blood more often than their husbands and brothers. Sufferers are invited to address Dr. Williams' Correspondence Dept., 46 Holborn-viaduct, London, describing their symptoms.

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30

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Hongkong, 10th December, 1904.

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Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

At Wuchang, on 26th November, the wife of the Rev. HENRY ROBERTSON, London Mission, Tsao-shih, of a daughter.

On 2nd December, at the West Lake School, Hangchow, the wife of T. GAUNT, of a son.

DEATHS.

At the Isolation Hospital, Shanghai, on 3rd December, LEONARD S. SANDERS, of Shang-hai, aged 28.

At Shanghai General Hospital on 4th December DAVID BEALE, late marine engineer in the service of the Nippon Yusen Kaisha, aged 58.

On 4th December, at Weihai-wei, JANE HELENA, wife of E. W. Burt, of the English Baptist Mission, Shantung, aged 32 years.

On 5th December, at Shanghai, HERRMANN ADOLF AHRENS, aged 40 years.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 12, 1904.

TO STOP EMIGRATION.

Although the emigration of coolies for South Africa has been suspended locally for several weeks on account of Viceregal opposition it is evident that many persons outside of official circles are doing their utmost to prevent a renewal of successful recruiting in the Two Kwang Provinces. An announcement is now made from Shanghai that a plan is on foot among a number of wealthy Chinese in the South to stem the tide of emigration of native labour by opening to agriculture some five hundred thousand acres of land at present lying fallow and uncultivated in the district of Hsiu-wen-hien, in Liedchow prefecture, Kwangtung Province. The lands in question are said to be rich and suitable for the cultivation of rice and the cultivation of the sugar cane as well as hemp. There are also other extensive tracts of fine arable land in other parts of the province which are at present uninhabited, and these, it is reported, are to be thrown open to immigrants as soon as matters can be arranged. It is unlikely, however, that the scheme will prove successful from the point of view of those who have for months past been seeking to bring an end to the despatching of Chinese labour to South Africa, for while it is generally known that owing to the Viceregal's obstinate quibbling over an insignificant point in the Convention emigration for the Transvaal has been at a standstill, there is reason to believe that, when once the obstacles are removed, a full complement of coolies for each ship will not be found wanting. Should H.E. Tsen Ch'un-hsien persist in his demands it may be necessary for the Labour Association to remove its headquarters to some. Treaty port further north along the coast. Whatever action is decided upon it is evident that the opening up of this land in Kwangtung will have no appreciable effect on recruiting as, apart from the higher rate of wages which the native labourer would require to persuade him to remain at home, the southern provinces are not in condition, politically speaking, to receive large numbers of immigrants from other parts of the empire. At Wuchow, for instance, the Kwangsi disturbances are responsible for a considerable loss, trade is at a standstill, and boats, which should be working on inland waters, are lying idle unable to find shippers willing to run the risk of sending cargo into the country. That much lawlessness exists in Kwangtung itself is apparent from the fact that the Peking government recently issued an Imperial rescript appreciating the Viceregal's success in Kwangsi, and ordering him that, if the troubles in the adjoining province are calmed down he may be allowed to return to Canton immediately so as to put an end to the disturbances in Kwangtung.

JAPAN AND THE HAGUE
CONFERENCE.

Provided that the decisions do not affect the present war, Japan is reported to have accepted President Roosevelt's suggestion for a second conference to be held at the Hague, in all probability, in June of 1906 for the purpose of discussing questions affecting the rights and duties of neutrals, the inviolability of private property in naval warfare and the bombardment of ports, towns and villages by a naval force. These are

some of the subjects left over from the conference held in 1899, when the assembly at the Hague dwelt with such problems as the maintenance of general peace, the regulation of the operation of war and the lessening of the burdens which preparedness for eventual war entails upon modern peoples and others. It has been pointed out that the second conference is not designed to supersede other calls for the consideration of special topics, but to push forward towards completion the work already begun at the Hague. The issue of the circular note to the Powers while the present war is in progress is stated to be justified by the fact that the first conference was called before the American treaty of peace with Spain was concluded.

LOCAL AND GENERAL.

THE German mail of the 9th November was delivered in London on the 10th inst.

CONNECTION by wireless telegraphy has been established between Bangkok and Kohsichang for some weeks.

SHANGHAI Sport and Gossip, of 4th inst., contains excellent reproductions from photographs of the three Interport cricket teams.

THE Asahi has a report that an American shipbuilding firm has contracted to build a hundred Russian men-of-war at Sebastopol.

THE Netherlands Chamber has ratified the convention for the Saigon-Pontianak cable which connects the Dutch cable to Pontianak and Batavia.

AN Imperial Ordinance was promulgated at Tokio, on 6th inst., regarding the organisation of the militia and volunteer service, to which time-expired officers and men are invited.

THE employees at Krupp's ordnance works at Essen are working double relays. One order is for 200,000 shells of a completely new make, and probably intended for Russia or Japan.

THE JAPANESE have refloated and repaired Admiral Alexeieff's yacht *Nugadan*, 300 tons, which was sunk by the Russians at Dalny to block the dock, and she has arrived at Sasebo.

THE New York Sun states that Mr. Whitelaw Reid, the well-known editor of the New York Tribune, will succeed Mr. J. H. Choate as United States Ambassador to the Court of St. James.

THE Secretary of the Weihaiwei Gold Mining Co., Ltd., has announced the following cabled result of the first month's crushing:—"1900 tons crushed, Bullion, 87 oz. of gold, 55 Silver; Concentrates, 79 ounces of gold, 468 Silver."

IT is stated that a British steamer delivered 40,000 projectiles at Port Arthur, and that the Japanese captured a second steamer with a similar cargo. Russia offered the owners of the steamers a bonus of 1,000,000 roubles (L105,000).

THE District Grand Lodge of Hongkong and South China English constitution will hold its annual meeting on the evening of the 29th inst. The Right Worshipful Bro. Sir C. P. Chater, C.M.G., is District Grand Master and the Right Worshipful Bro. E. C. Ray, Deputy District Grand Master.

SIR Ernest Satow has written to the Waiwupu that he will proceed to Southern China to inquire into commercial affairs and that the Waiwupu will wire for the due protection of the Viceroy and governors of the provinces he will go through which request the Waiwupu had acceded to.—*Sinwanfa*.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 11th December, 1904:—

Library	Museum
Non-Chinese.....	247 118
Chinese.....	108 1,687
Total.....	355 1,805

A CERTAIN foreign minister has arrived at Tientsin from Peking and had a talk with Yuan Shih-kai on behalf of Sir Robert Hart to get the salt and opium taxes placed under his (the I.G.'s) control. However, the details of the scheme are not known to outsiders. It is also believed that Viceroy Yuan Shih-kai will not agree with the view yet.

THE Nanusa Islands and the Islands to the north of Grand Sangir, in the Dutch East Indies, have been devastated by an overflow of the sea caused by a hurricane. Thirty persons were drowned. A cable message from Batavia also reports that the Talaut Islands, south-east of Mindanao, have been devastated, and that 30,000 persons are, in consequence, homeless.

ON the evening of the 5th inst., the end of Messrs. Jardine, Matheson and Co.'s Tung-ka-doo wharf, at Shanghai, was carried away by a subsidence. The foundations of the wharf have been noticed to be giving way for some time past and preparations were being made to effect repairs when the subsidence occurred; fortunately there was no person or cargo on the wharf at the time.

MR. H. E. Pollock, K.C., sailed the *Colleen* to victory on Saturday in the Royal Hongkong Yacht Club race for the Royal Engineers' cup, which was subsequently presented to him by Mrs. L. F. Brown.

MR. A. C. Macmillan won the Hongkong Gun Club 1904 championship on Saturday, with a score of 18 birds out of 20—15 birds rise. Mr. G. C. Maxon was second with 15 birds, Mr. H. W. Looker and Mr. E. S. Deacon following with 14 apiece.

THE damage done at the Yau-mati fire has now been estimated at a very much smaller figure than was at first thought, the total loss being covered by an insurance for \$2,500 in the Hung On Insurance Company. Much credit is due to a large contingent of Russians from the internment camp above who lent valuable assistance in subduing the flames.

JOHN SYDNEY, an ex-excise officer, was arrested for being drunk and disorderly, and fighting with a Chinaman. The latter was also arrested for creating a disturbance, and while the pair of them were in police custody and being marched to the gaol, Sydney punched the Chinaman in the nose, making it bleed. When placed before Mr. Hazland this morning, Sydney was sent to fourteen days' hard labour, without the option, the Chinaman getting a nominal fine.

IN circles that ought to be well informed it is stated that the Russian war-vessel *Ashold* has taken in a much larger quantity of coal than she requires for heating purposes, and it is hinted that she intends to slip out of the harbour to join the Baltic fleet. The Chinese war-vessel, that was supposed to watch her, has gone to the arsenal, and as there are no Japanese war-vessels outside, the Russian vessels if they have succeeded in duplicating the portions of machinery, etc., that were taken from them by the Chinese authorities stand a good chance of making good their escape.—*Shanghai Mercury*.

WHAT is understood to be the last performance of "Dorothy," by the Hongkong Amateur Dramatic Company, was given on Saturday night, at the City Hall. The piece went well, though at times a slight loss of memory of their parts were evinced by some of the members, but they were very venial faults, and were indulgently passed over by the appreciative audience. *Lurcher's "quips"*, of which he had some new and original ones, tickled his audience, while the singing throughout was admirable, the quartette "You swear to be good and true," being exceptionally well rendered. More life and feeling infused in "Queen of my heart" would have made it a little more realistic, and a little less like a drawing-room ballad. The dancing, in the ball-room scene, was capitally arranged, the *pas de deux* being especially attractive. Nearly all the ladies were favoured with handsome floral trophies, and in all ways the performance was another distinct success.

SUICIDE.

AT about eight o'clock on the evening of Saturday last, a report was made to the police that a Chinese woman was hanging by a rope from the rafters of a house at Shiam Shui Po. The police immediately proceeded to the spot to investigate, when it was found that the woman was Chong Chou Kin, the wife of teacher in charge of the Sham Shui Po school. Inquiries among the neighbours brought forth the allegations that it was the result of a quarrel, though what it was about no one knew. Things became quiet, and later, a neighbour going to the house found the woman hanging. It is supposed that the woman, in a fit of temper, took her own life by hanging herself. The body was cut down and removed to the mortuary.

ANOTHER FIRE.

Closely following on the fire at Yau-mati on Saturday, another alarm was turned in the same night, at the Central Police Station, the report being made that a fire had broken out in Bonham Strand. The Brigade turned out in charge of Mr. E. R. Hallifax, with Chief Inspector Baker, and Chief Engineer Macdonald, and it was soon discovered that a big crockery workshop at 108 Bonham Strand was afire. The flames had made considerable headway among large quantities of straw and dry packing cases, and all the efforts of the Brigade were directed to confining the conflagration to the one house. Just how the outbreak was caused cannot be ascertained at present, but it is believed that the usual careless handling of an oil lamp by a coolie in the shop was responsible for it.

The damage done was estimated at about \$10,500, and the premises and stock was insured with Chinese firms.

CANTON LEPROSY RELIEF FUND.

We have to acknowledge the receipt of the following contributions to the above fund:—

Shameen residents, per Mrs. Russell and Mrs. Moorhead \$185
Mr. Ho Fook 10

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 12th at 11.25 a.m. The barometer has risen in N. China and also, though slightly, in the Philippines. In S. China and Formosa it has fallen.

Gradients have become rather steep upon the China Coast and strong NE. monsoon will prevail in the Formosa Channel, and moderate but increasing monsoon in the northern part of the China Sea.

Forecast—Moderate to fresh NE. winds, cloudy, fair.

NAVAL NOTES.

It appears that the order for the departure of the *Vengeance* for Wei-hai-wei has been countermanded, and the cruiser will leave for Muts Bay next Thursday and return to Hongkong on the 23rd inst. It is not certain what her movements will be after that date.

It seems that the victualling staff of H.M.S. *Rosario* had an anxious time after the crew of the *Shrewsbury* were taken aboard at the Bombay Keel. The Indian lascars could not take food as supplied the ordinary British sailor so they had to be treated with rice, grain, milk and timed meats. It was noticed that they were not all backward in asking for what they wanted; but everything possible was done to ensure their comfort. They appeared to take their being wrecked as a matter of course, and proceeded to make the best of a bad job.

H.M.S. *Rosario* remains in Hongkong for the present.

It is reported that yesterday, the flagship *Glory* was signalled to get up steam, and be ready to proceed to sea without delay within the next forty-eight hours. Rumour had it that her destination was to the South to watch certain movements of the belligerent fleets.

NEW TERRITORY LAND APPRAISAL.

At the Supreme Court this morning, sitting in Appellate Jurisdiction, the Chief Justice (Sir Henry S. Berkeley) and Mr. T. Sercombe Smith (Puisne Judge) had before them the matter of the claim of Tang Tsz U to land in the New Territories, being claim C. A. survey district No. 4, and in the matter of the New Territories Land Court Ordinance 1903 to 1903.

The Hon. the Attorney-General (Hon. E. H. Sharp, K.C.) was the respondent.

Tang Tsz U, representing the five branches of the Tang clan, appealed against the judgment of Mr. H. H. J. Gompertz in regard to the ownership of the land in question in the New Territories Land Court, which ousted his claim. The appellant holds official rank under the Chinese Government.

Mr. M. W. Slade, with whom was Mr. H. G. Calthrop (instructed by Messrs. Evans and Harston) for the appellant, and Hon. E. H. Sharp, K.C., and Mr. H. E. Pollock, K.C. (instructed by the Crown Solicitor, Mr. F. B. L. Bowley) for the respondent.

Mr. Slade, in opening the case for the appellant, said the appellant was the trustee for, and representative of, the five branches of the Tang clan. He was not appealing on his own behalf alone, but on behalf of himself and his fellow clansmen for whom he was trustee, and he claimed on their behalf 150 acres or so of the foreshore in Chuk Sha Wan Bay, which was a large bay in the harbour, on the mainland. The rights to the foreshore were based on two documents, issued by a Board or Bureau in the year 1892. It was not disputed that these documents were genuine documents, or that the Board had the proper Chinese authority to issue these documents. The questions their Lordships had to decide were, firstly, what was the effect of the documents, of the title, if any, given to the appellants; and secondly, whether the British Government had the right to confiscate or avoid these rights by means of anything done or omitted to be done by the appellants. Counsel defined the boundaries of the claim, and said there was no dispute as to the boundaries to both pieces of land claimed by the appellants on the east and west. The boundary on the east was Sam Sui Po, and on the west the old Laichikok Custom House. The two pieces of land were contiguous. The documents of title for the northern of the two were marked A. S. and the Counterfoil A.O

TELEGRAMS.

(Reuters.)

Japanese Immigration to Australia.

LONDON, 9th December.
Mr. Bruce Smith's amendment in the Australian Parliament relative to Japanese immigration is deferred indefinitely.

Turkey and Austria.—Detention of Mails.

Turkey has yielded to demands made by Austria in connection with a detention of mails and the incident is regarded as closed.

Japan and the Hague Conference.

It is announced in Washington that Japan has accepted an invitation to a second Hague conference provided that the decisions do not affect the present war.

The Third Russian Far Eastern Squadron.

The third Russian Far Eastern squadron will leave in January.

LATER.

King Edward.

It is announced at Portsmouth that His Majesty King Edward will start for a cruise in the Mediterranean early in February.

American Tariff Revision.

The revision of the American Tariff has been practically shelved until next autumn.

The Tsar and the "Talbot."

The Tsar has presented a silver bowl and ladle to the wardroom office of H.M.S. "Talbot" in friendly recognition of the assistance rendered to the crews of the Russian Cruiser "Varig" and gunboat "Korietz" at Chehalipko, also a cheque for £500.

The Royal Naval Fund.

H. R. H. The Prince of Wales is president of the Royal Naval Fund.

Count von Buelow and Germany.

10th December.

In the Reichstag during a debate on the Budget and the Army Bills the Socialists opposed the increase of the army on the grounds that Russia was crippled; they renewed the charges against the Government of partiality to Russia in the war. Count Buelow deprecated sentimental views on delicate questions of international policy such as caused people to take the wrong road in the South African war; he asserted Germany's complete neutrality and ridiculed the suggestion that there was a secret treaty between Russia and Germany; the more the press and the Socialists attacked Russia the more must he exert himself to keep peace. "It is impossible to ignore that the undercurrents in Europe were impelling towards warlike complication. Germany was now as ever the bulwark of peace, but solely because she was strong."

MORE SHIPS FOR THE PACIFIC.

MONSTER VESSELS.

The Toyo Kisen Kaisha, the Japanese company whose steamers ply on the Pacific is going to build two of the biggest steamers that ever sailed out of San Francisco.

Plans for the monster ships have already been made, but the place of building has not yet been decided upon. The choice lies between America, Japan and England.

The vessels are to be at least 15,000 tons register, or nearly 1,000 tons bigger than the "Mongolia" or "Manchuria," the queens of the Pacific Mail fleet.

The Japanese company is undecided as to where the vessels shall be built, for commercial reasons. If they are built in America or on the Clyde, the company gets a good subsidy; but if built in Japan it receives twice as much.

The Toyo Kisen Kaisha, up to the time of the war between Japan and Russia, operated three steamers between San Francisco and the Far East. The vessels were all subsidized by the Japanese government, and it was part of the contract with the government that they should be turned over to it in time of war. All three vessels were impressed, but the "America Maru" was subsequently returned to her owners. The "Nippon Maru" was converted into an auxiliary cruiser and used as a dispatch boat for Admiral Togo's fleet.

The "Hongkong Maru" was used as a transport and report states that she sank with all hands on board.

Whether the story is true or false, the Toyo Kisen Kaisha Co. evidently has little hope of recovering the "Hongkong" or the "Nippon Maru" for some years to come, if at all. Hence the building of the two monster ships.

While the ships of the Japanese company have been off the line, the Pacific, Manila and Occidental and Oriental lines have been doing a flourishing business, but with the return of affairs to normal conditions the companies have little hope of successful competition with the Japanese.

Just before the war Japanese shipbuilding had been given a great impetus, and the Mikado's flag was flying over the commerce of the Far East. Not a few British ships had been put out of business by the shrinking of trade in favour of the little men. The war brought on a change, but evidently the Japanese have awakened to the future possibilities of the trade in the Far East, in connection with the Pacific coast. The subsidies of the government will stimulate the building and purchasing of vessels and the organization of new lines.—*N. C. Commercial*.

S. C. FARHAM, BOYD & CO., LTD.

The circular letter which has been sent to the shareholders of this, the most important local public company, has naturally caused a large amount of disappointment and surprise. We may presume that it is marked in red ink "For Private Circulation only," but as it has been quoted in more than one of the shareholders' printed circulars, it is practically public property, and all residents in Shanghai, whether shareholders or not, are deeply interested in the fortunes of the company, and in the proposal to transfer the ownership of the large and valuable property it possesses to London. At the special meeting of shareholders held on the 30th of September last to consider the proposal to sell the company to a London syndicate, Mr. Geo. Butler said :

"I should like to ask one question. We are called here to consider a definite proposal; do I understand it is a definite offer?"

"The Chairman—So far as that goes, it is a definite offer. But when I get to London and understand them fully, I may not be able to recommend the shareholders to accept them. It is very difficult to conduct a business like this by telegraph, and it may be that we could not accept the terms, but on the face of it, it looks all right."

"Mr. Butler—As you understand it, it is a definite offer?"

"The Chairman—Yes."

A letter which we have received from a correspondent who signs himself "An Anxious Shareholder" displays the disappointment and surprise to which we have alluded. He quotes the private circular he has received, which says :

"A telegram has been received at the head office of the company from the Managing Director, Mr. Jas. R. Twentyman, to the effect that the negotiations with the London Syndicate are progressing satisfactorily, but more time is required to enable the promoters to get the necessary capital fully subscribed. It has been decided that Mr. John Prentice remains at home to assist in the negotiations."

Our correspondent says that at the meeting in question the shareholders supposed that they "had received an offer," as we explained in this column at the time, "of £12,105, in cash and £1,6 in scrip for each share, and that it was simply a matter of settling details with responsible parties in London, though—thoro—was an off-chance that the negotiations might fall through owing to the said details not being satisfactory. This idea seems to be refuted, however, by the circular above referred to. The details seem to be all right, but the substantive offer all wrong, and the Responsible Syndicate has apparently degenerated into the ordinary genus of Company Promoter. . . . Why should our managing directors ask for more time to float the company in London, and what have we shareholders to do with the actions of company promoters at home? What we voted for was the acceptance of a more or less definite offer and not to have our property hawked all over the London market."

We do not suppose for a moment that Mr. Twentyman was intentionally misleading the shareholders, but it is certain that he and his ~~confreres~~ themselves misled, and his naturally sanguine temperament induced him to give his approval to what seems to have been a rather ill-digested scheme. It was held out to the shareholders that they would receive the equivalent (at £5.61 per share) of £1s. 228 per share, in cash and scrip, which would alone require a capital, as we explained before, of £1,573,200, or £1s. 228,600. Now the combined capital of the three companies before their amalgamation was £1s. 2,350,000. The amalgamation raised it to £1s. 5,520,000, on which sum the company paid for the last completed year a dividend of 12 per cent. It is not proposed apparently that the new company shall have a larger capital than £1,200,000, say £1s. 9,600,000, the further money required being raised by debentures, the interest on these, as they would be a first charge, being naturally less than the shareholders expect as dividend. The trouble now is that it turns out after all that this was only somebody's scheme, and not a definite offer at all. It would seem therefore that the shareholders were a little premature in passing the three resolutions which were carried at the meeting already referred to.

Our correspondent goes on to make some comments on the recent fluctuations in the quotations of the shares in the company, and he infers that the recent decline in their value is partly due to the disappointment of the shareholders. It is doubtless partly due to the rise in exchange. This, however, is a matter for the shareholders, in which the public generally is not so much interested as it is in the question of the future of the company; whether it will continue to be a purely local company as it has been in the past, or whether it will become a London enterprise extending its aims and its works under the invigorating influence of a stream of English capital.—*N. C. D. News.*

The following correspondence ensued in subsequent issues :

Sir,—In reply to the leading article in today's paper, I would venture to suggest that the writer had not grasped the situation properly. It is surely quite conceivable that a short time may be required to raise a large sum of money, as even in London, millions are not lost idle. Also the writer seemed to think that the profits would remain stationary, whereas the intention is to largely augment the earning powers of the Company, which with more capital is quite possible, and this would benefit, not only the shareholders, but Shanghai generally.

Would it not be better for these carpers to leave these matters in the hands of those far better able to manage them than they are, or at least to give them a reasonable time to carry out difficult negotiations before criticising?—I am, etc.

A SHAREHOLDER.

Sir,—Referring to your leading article of to-day headed "S. C. Farham, Boyd & Co.", the public will doubtless recognise the similar

VICTORIA REGATTA TIFFIN.

As a fitting wind-up to the successful regatta, some thirty odd members of the V. R. C. met together at the Hongkong Hotel yesterday, where an excellent tiffin was served, in a private dining room. In the absence of Mr. A. Chapman, Mr. R. H. B. Mitchell presided over the exceeding jolly little party, and everything passed off in the happiest style. The toast of "The King" having been given from the chair and loyalty honoured, Mr. Shaw, of the Canton Rowing Club, proposed "Positivity to the Club." In doing so he hoped the matches between Canton and Hongkong would become an annual affair, and that they would be carried out in the same good natured spirit as had marked the Regatta now over (Hear hear). He knew it would be very hard indeed for the Canton men to keep up their present high standard, but at any rate they would always do their best to put up a good game.

Mr. G. Austen, the popular secretary of the Club, responded. As regards the Club he did not think there was much to say. The progress they had made during the last twelve months had been surprising. They had done wonderfully well, and the membership had greatly increased. The present standing of the Club was higher than it had ever been, and he hoped they would continue to do even better in future. He referred to the various fixtures of the past year, arranged by the V. R. C., all of which had proved eminently successful, thanks to the support of the Committee and members.

He was sorry to say that he was compelled to resign the Secretarship, and although he regretted having to do so, he was obliged to relinquish the position through no fault of his own.

He thanked them for the kind way in which every one had helped him to carry out his duties, and he hoped he had given satisfaction.

He had spent the greater part of his spare time in doing the work, but he had done it willingly, for he liked to see sport of all kinds going ahead in the Colony. Although he was obliged to resign the Secretarship he should always do everything he possibly could for the V. R. C., and sport in general.

He thanked the Committee for the manner in which they should all be proud.

(Hear hear). The Chairman next gave "The Visitors," and extended, in particular, a most cordial welcome to their Canton friends, who

had proved themselves good all round sportsmen and had carried everything before them.

None of them expected them to win the races they had, but it would serve to make the members of the V. R. C. buck up another year, and try and retrieve their lost laurels. (Here, here).

He hoped in future to see not only their friends from Canton competing, but also crews

from Shanghai and Singapore, whom they

would always be pleased to meet.

The toast was received with enthusiasm, after which Mr. Purnell briefly responded.

He said it now remained for Hongkong to come up to Canton

and see what they could do.

He was also

their meeting here, would be the means of stimulating rowing in the future, and he hoped

that next year, Canton instead of sending only

half a dozen competitors, would be able to bring many more.

Afterwards the healths

of the members of the V. R. C. were drunk, and acknowledged by Mr. T. Clark, and the "Ladies" facetiously given by Mr. Nobbs, and acknowledged by Mr. J. W. Bains, were submitted.

The remainder of the afternoon was devoted to conversation and music, the gathering, though quite informal, proving pleasant to a degree.

SHIPPING NOTES.

We have frequently had records made on the Manila run by the China and Manila Steamship Co. and the T. Y. K., but according to the local *Post* the Pacific Mail boats have established one that will require a lot of beating.

The "Doric" was to leave Manila this afternoon and is expected to arrive to-day.

The trial trip of the geodetic survey vessel "Fathomer," lately built at the Hongkong and Whampoa Docks, in Kowloon, for the Philippines Government, took place to-day, the vessel going well and giving entire satisfaction.

She attained a speed of 10 knots over a measured mile.

Shortly after one o'clock yesterday afternoon the launches "Hamburg" and "Erls," the former belonging to the Hamburg-Amerika Line, and the latter Chinese owned, were entering

and leaving Yaumati Bay, respectively, when in some way they came badly in collision, both boats being so much damaged as to necessitate their being immediately beached to save them from sinking. The usual inquiry will no doubt be held.

The N. Y. K. steamer "Sado Maru" which had been damaged by the Russian Vladivostok squadron near Oki-no-shima will have a trial trip on the 20th instant, her repairs at the Mitsui Dock having been completed.

The Bed liner "Bennsor," which stranded recently when going into Moji, got off, and left that port on 3rd inst. with a full cargo of coal for the South.

On a lifeboat which was recovered from the wreck of the "Ratstropf" in Chefoo harbour the name of "Hippang" can be clearly traced under the coat of pain, with which the Russians evidently attempted to conceal it, a sufficient confirmation of the story that this was the destroyer that accounted for the ill-fated steamer, says the *N. C. D. News.*

The "Sikhan" evidently failed in her attempt to reach Port Arthur and put into Chefoo, and has returned here with her original cargo, says the *N. C. D. News.* The "Peking," which is reported to have twice evaded the Japanese blocking squadron, now loads from lighters amongst the shoals at the back of the Shihuan lighthouse, thirty-two miles east of Taku.

The *N. C. D. News* understands that a Chinese syndicate has in contemplation the inauguration of a fast steamship service between Shanghai and Tientsin. Three boats are to be built at a cost of about £60,000 each, with a guaranteed speed of twenty knots, and to

accomplish the trip from Bund to Bund in thirty-six hours. The boats will carry first-class as well as third-class passengers. In addition to this there are to be also built three river steamers, in the building of which special attention will be paid in regard to passenger accommodation and speed.

The captain and crew of the "Veteran," late *Jahns*, numbering forty in all, arrived at Nagasaki from Sasebo on 5th inst.

The blue-funnel liner "Calchas" was docked at Nagasaki on 5th inst.

The British barque "Contest" was recently offered for sale by public auction at Shanghai, but was withdrawn at Taels 4,150.

There were as many as fifty-eight steamers

lying at Newchung one day at the latter part

of last month, the majority of which were laden with stores for the Japanese Government. Fourteen or fifteen came up on a tide and discharged their cargo alongside the banks where they were moored.

ST. JOHN'S AMBULANCE ASSOCIATION.

A series of lectures to ladies on "Home Nursing" will be given by the Hon. J. M. Atkinson, M.A., in the Victoria Hospital, Barker Road, Peak, on Fridays, at 5 p.m. The first of the series will be given on Friday next.

For the convenience of ladies living in Victoria and at Kowloon, a similar course of lectures will be given by Dr. Koch in St. Paul's College, on Tuesdays, at 5.30 p.m. The first of these lectures will be given on Tuesday, 10th December.

An attendance fee of £1, which may be paid either to the lecturer or to the Hon. Treasurer (Rev. F. T. Johnson), will be charged for the purpose of defraying incidental expenses.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

3 p.m. Inquiry for Hongkong Banks continues at \$715.

The lull in Hongkong Docks has been of but short duration; from \$210 on Saturday the rate has recovered to \$218; at this figure business has been done and buyers rule the market.

There is a demand for March shares at \$224.—"Farnhams" are offering at Tls. 174.

Indos are on the upper move. Shares sold at \$129 and \$130 for the coming settlement, and at the close of the day cash buyers offer \$130,

without bringing out shares. For March and June delivery, respectively, \$133 and \$137 are offered, but the rates do not tempt sellers.

Green Island Cements are weaker; sales have been recorded at \$10. There is no cash business in China Sugars; for March transactions are on record at \$240.

SHARE LIST.

4.15 p.m. Following are some further alterations in Messrs. Benjamin, Kelly & Davis shareholdings :—

Hongkong Banks \$715 sa. & b.

Indo-Chinas 129 b.

China Sugars 232 s.

Kowloon Wharves 114 s.

Humphreys Estates 124 s.</

Shipping—Steamers.

OCEAN STEAM-SHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

MONTHLY SAILINGS FOR LIVERPOOL.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"HECTOR"	12th December.
GLASGOW and LIVERPOOL	"SOBRALENSE"	17th December.
GLASGOW and LIVERPOOL	"HYSON"	22th December.
GLASGOW and LIVERPOOL	"PELEUS"	27th December.
GLASGOW and LIVERPOOL	"PRIAM"	4th January.
GLASGOW and LIVERPOOL	"WRAYCASTLE"	5th January.

S.S. "HECTOR" left Singapore at daylight on the 6th inst., and may be expected to arrive here on the 12th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
*GENOA, M'LLES, HAVRE & L'POOL	"NINGCHOW"	22nd December.
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January.
*GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January.
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>vid</i>	"PELEUS"	28th December.
NAGASAKI, KOBE and YOKOHAMA		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th December, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

[1819]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,100 J. P. MARTIN.
"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 8:30 Every
Evening (Saturday excepted).

Leaves Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey \$2.

Meals \$1.00 (Each) 1.

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

[1819]

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. J. Page, of 1,088 tons; Registered
the newest, fastest, and most luxurious fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY, and FRIDAY EVENING,
at 9 P.M., and returning from Canton every
following evening at 5 P.M.

1st Class—\$3.00 for Single Journey.

2nd " 1.50 "

Meals 1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LTD.,

No. 216, Wing Lok Street.

WENDT & CO.,

Canton Agents.

Hongkong, 24th June, 1904.

[1841]

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street at 8:30 A.M., and returning
from Macao at 7:30 P.M.

The Steamer will be alongside the S.S.
Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

Return " " 3.00, plus \$1.00 on Board

at \$1 each meal.

YUK ON & CO., LTD.

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

[1808]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sunday
Days at 8:30 A.M. Departs from Macao on Week
Days at 2:30 P.M. and on Sundays at 6:30 P.M.

FARE—Week Days, 1st Class, including
Cabin and servant, Single \$2; Return Ticket,
\$5; and Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion from
the following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents; Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of 50 cents.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on produc-
tion of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

[1897]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA,

THE Company's Steamship

"KUMSANG."

Captain E. J. Boller, will be despatched as
above, on THURSDAY, the 15th instant, at
3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 7th December, 1904.

[1819]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KORE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain

"ARAGONIA" 5,198 Schubert To Sail at Daylight on
December 13th, 1904.

"NICOMEDIA" 4,370 Wagner January 9th, 1905.

"NUMANTIA" 4,370 Brumner January 25th, 1905.

"ARABIA" 4,483 Babie February 20th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

N O T I C E .

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 Cents) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 1st October, 1904.

[1891]

Shipping—Steamer.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA."

Captain Thomas, will be despatched as above,
TO-MORROW, the 13th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 12th December, 1904.

[1815]

HONGKONG FOREIGN MARKET.

PRICES.

Corrected 19th November, 1904, cts. per S. Mer.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa \$17

" Corned—Ham Ngau Yuk \$17

" Roast—Shiu " 17

" Breast—Ngau Lam \$13

" Soup, Tong Yuk \$14

" Steak—Ngau Yuk Pa \$18

Malta

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERSSTEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLONIO, ABEN, EGYPT,
MARESSES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE."

Captain Girard, will be despatched for MAR-
SEILLES TO MORROW, the 13th DECEM-
BER, at 1 P.M.Passage tickets and through Bills of Lading
issued for above ports.Cargo also booked for principal places in
Europe.

Next sailings will be as follows:

S.S. TONKIN 27th December, 1904.
S.S. DUMBEA 10th January, 1905.
S.S. AUSTRALIEN 24th January, 1905.L. BRIDOU,
Acting Agent.
Hongkong, 12th December, 1904.THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMER-
ICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"NUBIA,"

Captain F. N. Tillard, carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 17th
December, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. "Moldavia," 9,500 tons,
from Colombo, Passengers' accommodation in
which vessel is secured before departure from
Hongkong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Arabia,"
due in London on the 29th January, 1905.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent,
Hongkong, 3rd December, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Pleasides 1 3,753 F.G. Purinton Ab. Dec. 17
Tremont 9,066 T.W. Garlick. Jan. 10
Lyra 1 4,417 G.V. Williams Feb. 9
Pleasides 1 3,753 F.G. Purinton Mar. 4

1 Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Tuxan 8,615 G.D. Morrison Ab. Dec. 15

Tremont 9,066 T.W. Garlick. Dec. 28

* Manila and Honolulu.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "Shawmut" and "Tremont"
have just been fitted with very superior accom-
modation for first and second class passengers.The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queen's Building.

Hongkong, 9th December, 1904.

NOTICE OF REMOVAL.

A FOOK & CO.

SHIP AND HOUSE COMPRADORES

have this day

MOVED

TO

NO. 12, POTTINGER STREET,

(opposite their old establishment).

Hongkong, 24th November, 1904.

For Sale.

FOR SALE.

ONE VERTICAL ENGINE with Fly
Wheel and Governor, one cylinder 98
inches diameter by 8 inch stroke.One VERTICAL ENGINE with Fly Wheel
and Governor, two cylinders 98 inches diameter
by 12 inch stroke.One HORIZONTAL ENGINE with Fly
Wheel and Governor, one cylinder 112 inches
diameter by 16 inch stroke.One HORIZONTAL ENGINE with Fly
Wheel and Governor, one cylinder 16 inches
diameter by 30 inch stroke.The above can be inspected, and all partic-
ulars obtained, upon application to the
Manager, Kowloon Docks.W. B. DIXON,
Chief Manager.

Hongkong, 10th December, 1904. [1330]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPSOF ALL DESCRIPTIONS
from the best makers.INCANDESCENT
MANTLES,
OHIMNEYS,
GLOBES,
SHADES, &c.,for
GASOLINE AND GAS
LAMPSat the most moderate
prices.Lamps fixed up for
Buyers free of charge.Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [31]

To Let.

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 21st November, 1904. [1259]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904. [436]

TO LET.

NO. 1, RIPPON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing
Polo Ground.OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 2nd December, 1904. [1956]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8

and to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleansed and colour-washed, in flats
or whole.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 17th November, 1904. [996]

TO LET.

WILD DELI BUILDINGS, No. 147,

WANCHAI ROAD. Comfortable and
airy flats of 2 or 3 rooms, from \$25 inclusive
of Taxes.

No. 13, MOSQUE JUNCTION.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 14th October, 1904. [49]

TO LET.

EUROPEAN HOUSE, No. 22, Caine
Road.

Apply to—

SIN TAK FAN,

Messrs. Ewens & Harston.

Hongkong, 29th November, 1904. [1284]

TO LET.

ONE ROOM on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 10th December, 1904. [729]

TO LET.

FURNISHED ROOM and BATH-ROOM
in Caine Road.

Apply—

"ROOM,"

C/o This Paper.

Hongkong, 21st November, 1904. [1258]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Connected to noon-later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER RESERVE	LAST REPORT AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTE	CLOSING QUOTATIONS
BANKS.				\$1,000,000	Tls. 402,554	Div. of \$1.10-@ exchange 1/9 15/10	51%	\$715 buyers
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$7,000,000 \$250,000 \$175,533 \$191,973	Tls. 402,554	\$16.41 for first half-year 1904	51%	London 270
National Bank of China, Limited	99,925	\$7	\$7	\$21,668	Tls. 402,554	\$2 (London 3/6) for 1903	51%	\$39 sellers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,393	Tls. 402,554	\$17 for 1903	61%	\$250
China Indemnity Insurance Company, Limited	24,000	\$83.33	\$25	\$50,000 \$1,197,997	Tls. 402,554	\$44 for year ended 30.4.1904	71%	\$584 ex div.
North China Insurance Company, Limited	10,000	\$250	\$5	\$1,850,000	Tls. 402,554	Final of 10/- making \$1 for 1903	8%	Tls. 98 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$10,000 \$372,749 \$80,110 \$24,773 \$700,000 \$37,794	Tls. 402,554	\$35 for 1903	5%	\$700 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	none	Tls. 402,554	\$12 for 1902	8%	\$150
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$225,075	Tls. 402,554	\$6 dividend & \$2 bonus for 1904	8%	\$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	none	Tls. 402,554	\$22 for 1902	61%	\$335 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$185,000 \$80,935	Tls. 402,554	\$3 for 1900	...	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$600,000	Tls. 402,554	\$3 for year ended 30.6.1903	6%	\$34
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$						